

Q. 906

DOCUMENT No. 2378-A

Page 1.

Passenger, South Seas Branch #185
/To all agencies/
March 28, 1933

Yoshiharu Nagajima,
Head, Passenger Dept.

Re: Deferring the booking of passengers desiring to go
to places in Inner South Seas Area.

Lately, there has been a tendency toward the increase in
the number of foreigners deciding to go to the islands in the
Inner South Seas area, but since the facilities of this line
are not only not suited in many respects to accommodate foreign
passengers, but also the hotel facilities of the South Seas
area, in general, are not suited to accommodate foreigners and
since considerable inconveniences are apt to be experienced in
case of stop-overs because of the poor shipping connections
(besides, occidental meals aboard ships of this line may be
wholly abolished), we would like to advise you not to book any
foreign passenger, if possible, for the South Seas line until
further notice.

If obliged to do so, secretly inform whoever is in charge
to accept applications only after they have been first approved
by the proper authorities.

Passenger, South Seas Branch, #115
To Takaishi Hamano
Ass't Manager, Chicago Branch
Oct. 14, 1935

From Yoshiharu Nagajima
Head of Passenger Dept.

Re: Ban against accepting foreign passengers for South
Seas line.

We acknowledge receipt of your wire, dated October 7, as
follows:

" ----- please reserve 1st class 2 outside two-berth
cabins Kasuga Maru 12th December from Yokohama Jaluit
thence to Palao also Yamashiro Maru 17th January Palao
Menado."

We believe that the above was made in reference to the schedule of last year, but in reply, we sent the following wire, dated the 11th, as follows:

"Referring to your telegram of 7th N.Y.K. South Sea Island Line no accommodation available until March."

As you have already received it, we believe that you understand it.

As indicated in the Passenger Department's out Passenger, South Seas Branch #185, dated March 26, 1933 (copy sent to you), every effort is being made not to accept foreign passengers for this line. Taking this into consideration, we suggest that you politely refuse this application.

This is to affirm receipt of your telegram.

As an actual problem, in accepting a foreigner, even if he is a resident of the South Seas, it is necessary for us to give notice of his name, age, occupation, nationality and so forth, to the South Seas Government, which confers with the Navy and Foreign Ministries and directs us either to accept or not to accept the application.

Such being the case, we cannot accept any application unless approved by the proper authorities. As indicated in the aforementioned letter, we advised you "to secretly inform whoever is in charge to accept applications only after they have been first approved by the proper authorities." Hence, application merely by wire is of no use and even if an application is accompanied by a detailed letter, it is not certain that the approval of the proper authorities can always be obtained. Instead, it is believed that they have been rejected in the majority of cases.

Although there may be some business reasons, it would be wise to make it a general rule not to book any passenger for the South Seas line at agencies abroad.

As reference, we are sending you a copy of Passenger, South Seas Branch #185.

Passenger, South Seas Branch #121
To Kazuo Takahashi
Manager, New York Branch
Oct. 26, 1935

From Yoshiharu Nagajima
Head, Passenger Dept.

Re: Ships sailing in February and March, 1936, on South Seas line.

In regard to the above, we acknowledge receipt of the inquiry from the American Board of Commissioners for Foreign Missions of Boston through your letter dated September 28.

However, as indicated in the circular, Passenger, South Seas Branch #185, dated March 28, 1933, we have adopted a policy of not accepting foreign passengers for this line and since the schedule is of practically no use as a schedule because of the frequent changes, we have stopped sending schedules of this line to our foreign agencies, lately. However, we are sending you a copy for reference.

Through circular, Passenger, South Seas Branch #115, dated the 14th of this month and addressed to employees of Chicago (copies sent to all branch officers in America), we advised that all overseas branches make it a general rule not to handle passengers for this line, but since the missionaries of the American Board, Boston, which has made the inquiry, engage in missionary work throughout the South Sea Islands and frequently make round trips between Japan and the islands, Rev. Harold W. Hackett, representative of the above-mentioned American Missionary society in Japan and residing in Kobe, handles their passages. He seems to have a considerable number of friends in the government offices concerned. Hence, even if you do not handle their booking, we are sure that they will not experience any inconvenience. We are mentioning this for your reference.

Furthermore, since the matter concerning South Seas line and foreign passengers is a very delicate problem and the actual reasons cannot be frankly revealed to the foreign agents, who thus might make useless and irrelevant inquiries, it is suggested that you make arrangements to have only Japanese employees handle problems pertaining to the South Seas line and foreign passengers and to have all correspondence written in Japanese.

Passenger, South Seas Branch #129
To Tadashi Ashino
Manager, Honolulu Branch
November 4, 1935

Yoshiharu Nagajima,
Head, Passenger Dept.

Re: Ban against booking occidental passengers for
South Seas line.

As stated in the circular, Passenger, South Seas Branch #185, dated March 28, 1933, no foreign passenger is to be booked for this line, if possible. However, there has been a trend, lately, for two or three branches abroad to apply for cabin reservations by wire or to order English schedules of this line for distribution. Hence, we are again listing the reasons for the difficulty of booking foreign passengers for this line and seeking your cooperation in this non-acceptance policy.

1. General reason.

The meals aboard ships of this line are of Japanese standard and will not satisfy foreigners because only Japanese foods are served, breakfasts and suppers. Also, there are no hotel facilities in the South Seas, in general, to accommodate foreigners.

2. Special reasons (secret).

The year before last, we received a secret order from the South Seas Government office to the effect that if an application for passage aboard this line is received from a foreigner, regardless of the fact that he is a resident of the South Seas, said application should not be accepted until his name, age, residence, occupation and so forth have been reported to and approved by the said government office.

With the receiving of the above-mentioned report, the South Seas Government confers with the Navy and Foreign Ministries and directs us either to accept or not to accept the application, but to obtain approval appears not to be an easy task, for absolutely no foreigner, regardless of whether he is a resident of the South Seas or not, is accepted during naval maneuvers (which sometime last over several trips).

From the standpoint of national policy, the above measure is necessary, but since the authorities concerned cannot

directly handle the policy of approving (or disapproving) entry of foreigners to the islands because of the international situation, their entry is being controlled indirectly through our firm although it is a great deal of trouble to us. Besides, since the schedule for this line is often changed for governmental reasons, the schedule is apt to be of no use. Such being the case, it may cause you some difficulties in dealing with your clients, but it would be a wise policy for agencies, particularly those in far off places, not to handle passengers for the South Seas line.

The above being the case, we, desire all publicity in regard to this line cancelled, have stopped the publication of the English schedule (List No. 12) and the English guide (List No. 58) of this line. Since the mentioning of the latter in this department's English circular, P. Ad. No. 77, dated March 15 of this year, and pertaining to the necessary amount of advertisement and printed matter for next (this) year, was a mistake, please abstract it from your copies.

Since the above mentioned special reasons are matters that should not be revealed to your foreign passenger agents and since without this information they cannot be expected to carry out their work fully in dealing with passengers, it is suggested that you make arrangements to have only Japanese employees handle problems pertaining to foreign passengers for the South Seas line and to have all correspondence written out in Japanese.

P.H. #347

To the president of NYK
(Passenger Dept.)
July 20, 1936

From Kaguō Takahashi
Manager, San Francisco Branch

Re: Advertisement of South Seas Line in August issue
of Travel Bulletin.

As we have been repeatedly directed to refuse all applications for passage on the South Seas Line when applied for by foreign passengers, we find it difficult to understand the reasons for the publicity given to conditions in South Sea Islands and the ships with excellent passenger facilities in the Travel Bulletin, our magazine for foreigners. As long as there is no special reason, we would like to request that arrangement be made to withhold publication of items pertaining to this line in the future.

Today, for example, a passenger desiring to book passage on that line appeared at our office. We had a difficult time in dealing with him and even our foreign agent, regretting his inability to supply sufficient information in spite of the existence of such a new line, suggested that we send a wire to you inquiring about the schedule and the existence of vacancies.

However, explaining to him the uselessness of sending such a wire because of the frequent change of schedule of the said line according to conditions in Japan, the complete booking of cabins by Japanese passengers on every voyage, the existence of no hotel facilities in the South Seas and the preparation of meals aboard ship according to Japanese taste, I refused the application of the said passenger.

Passenger, South Seas Branch #183
To all branch managers
December 21, 1936

Yoshiharu Nagajima
Head, Passenger Dept.

Re: Sending of revised South Seas line passenger rate schedule.

Since we have sent under separate cover 10 copies of the revised South Seas line passenger rate schedule, which becomes effective from Yokohama Maru's 2nd out voyage from Kobe to the various South Sea islands on December 16 for sailings from Japan and From Saipan Maru's 1st out voyage from Saipan on December 5 for return sailings, please examine and accept them.

Furthermore, for certain reasons, the rates for the out trips of the Osaka-Kobe-Moji-Yokohama run of all lines and the out trips of the Osaka-Kobe-Moji-Kulung-Naka run and the return trips of Naka-Kobe run of the Saipan line have been omitted from the schedule, but for caution's sake, we would like to add that the rates have not been changed and are the same as usual.

(References) Company report #1591, published May 2, 1936.
Notice, Passenger, #18

Passenger, South Seas Branch #50
Copies sent to all branch offices
April 8, 1937

From Yoshiharu Nagajima
Head, Passenger Dept.

Re: Mailing of revised South Seas line passenger rate schedule.

The revised passenger rate schedule for this route, which has been sent to and is awaiting the approval of the South Seas government at present, is being sent to you (one set enclosed; ten sets under separate cover). Hence, use it as stated below, as though it had been approved. However, for caution's sake, we would like to add that the out trip rates for Osaka-Kobe-Moji-Yokohama run of all lines and the out

trip rates for the Osaka-Kobe-Moji-Kulung-Naka^h run and the return trip rates for the Naka-Kobe run of the Saipan line have not been changed and are the same as stated in the notification, Passenger, South Seas Branch #183, dated December 21, 1936.

Note: West Loop Line - Three times - By each ship after out trip of Yamashiro Maru from Kobe on April 15. However, for Yap-Rota, by each ship after 1st return trip of Yokohama Maru on West Loop line from Yap on April 15.

To overseas branches:

The above is being disseminated for reference, and the restriction against accepting foreign passengers has not been changed, as notified previously.

Passenger, South Seas Branch #211
To Honolulu Agency
Mar. 13, 1939

From Minoru Ikoma
Head, Passenger Dept.

Re: Ban against accepting foreign passengers for South Sea line.

In regard to this matter, instructions were given in Passenger, South Seas Branch #185, dated March 28, 1933, and in Passenger, South Seas Branch, #129, dated November 4, 1935, but in view of the current trend of increase in the number of foreigners desiring passage to Inner South Sea Islands, it is desired that further attention be given to the following items:

1. As a general principle, do not accept foreigners for this route. If a foreigner is to be accepted, send in the application with the details of the Passenger Department of the main office for approval.

2. As reasons for refusal, state that the ships on this route are not equipped to accommodate foreigners in regard to facilities and meals and that there are no vacancies at present.

3. Point out the fact that there is no hotel equipped to accommodate foreigners in the Inner South Seas Area.

4. When information is obtained in regard to foreign passengers planning to tour Inner South Seas, refer to this directive and notify the branch offices concerned.

CERTIFICATE
as to
SOURCE AND AUTHENTICITY OF DOCUMENT.

I, YALE CANDEE MAXON, Commander, United States Navy Reserve, do hereby certify as follows:

1. I was employed in the District Intelligence Office of the 14th Navy District at Honolulu from September 1941 to August 1945.
2. I have a competent knowledge of the Japanese language.
3. In the course of my official duties I became aware soon after the 7th day of December 1941 that all the property in Honolulu of the Nippon Yusen Kaisha, a Japanese Shipping Company generally referred to as the "N.Y.K." had been taken possession of either by the United States Alien Property Custodian or by the Foreign Funds Administration, and that this property included a number of correspondence files.
4. I am aware by reason of my official duties that the said property including the said correspondence files remained in the custody of one or other of these authorities until some time in 1944 or 1945 when in accordance with instructions from my superior officer I inspected all such correspondence files.
5. I identify the portion of the file attached hereto (being I.P.S. Document No. 2378) which is in the Japanese language and comprises eight documents as one of the files which I inspected at that time. I took possession of the said eight documents at that time and lodged them with the District Intelligence Office.
6. I identify the portion of the said file which is in the English language as being the original translations of the eight documents referred to in para. 5 hereof. I caused the translations to be made immediately I had taken possession of the said documents and I supervised and corrected the translations, the alterations written thereon having been made by me in my own writing at that time.
7. The said translations are correct translations of the said Japanese documents excepting that the printed N.Y.K. letter-head and the printed list of N.Y.K. Agencies which appear in the original documents have not been translated and do not appear in the English translations.

SIGNED at Tokyo this 14th) /s/ Yale Maxon
day of October 1946)

Witness: /s/ Eric W. Fleisher
2nd Lt. AUSMI
Investigation Div.
I.P.S., Tokyo

2378A-1

寫「全覽へ日本郵船株式會社ニ書レタルモノ」

各通横、名、阪、神、門、長、番、森、新、大連、八丈島、

寫二見、ダバオ、メナード、ハラオ、倫、紐、桑、沙、

心、カイヤ本市、海務課、南洋線各船

客南支第一八五號

寫

支店長

船客課長

永島義治

殿

昭和八年三月廿八日

一 臺灣南洋各地行外國人船客引受見合ノ件

最近外國人ニシテ臺灣南洋諸島へ渡航希望ノ船客漸増
ノ傾向ナルガ本航路ノ施設ハ外人船客ノ引受ニ適セ
ザル點多々アルノミナラズ南洋一帶ノ旅館設備ハ外
人ノ宿泊ニ適セズ又接續船便モ完全ナラザル故途中
滯留ノ場合ハ頗ル不便ナルヲ免レザルヲ以テ（又本
船ニ於ケル賄向モ全然洋食ヲ廢止スルヤモ知レズ）
今後追テ何分ノ通知ヲナス迄ハ南洋航路ニハ出來ル
支外人船客ヲ引受ザルコト、致度ニ付左様御承知相
成度

尙萬已ムヲ得ザル場合ハ豫メ當方ノ承諾ヲ受タル
様係員ニ極秘トシテ内々嚴達相成度

以上

Ex 908

2378A-2

寫「全書類ハ日本郵船株式會社ニ發シタルモノ」

寫發賣所、紐育、沙市、桑港、羅府
ボノルル、ワイヤホ

客南支第一一五號

新 展

市債古在勤副長

船客課長

濱野隆一殿

永島義治

寫

昭和十年十月十四日

「南洋航路船ニ洋人船客引受ケザルノ件

十月七日附貴電左ノ通り了承

"---please reserve 1st class 2 outside two-berth cabins
Kasuga Maru 12th December from Yokohama Jaluit thence to
Palao also Yamashiro Maru 17th January Palao Menado"

右ハ昨年ノ定期表ニテ照會セルモノト思ヘルノモ
之ニ對シ十一月附電信ニテ

"Referring to your telegram of 7th N.Y.K. South Sea Island
Line no accommodation available until March"

ト回答セルニツキ先着御了承ノ事ト存ス

昭和八年三月廿八日附船客課出客南支第一一五號

(寫貴方ハニ達リ御承知ノ通り本航路船ニハ出來
ルダケ洋人客ヲ引受ザル事ト相成居ニ付右御含シ
ノ上今回ノ申込モ体良ク御斷リ相成度
右電信相確メ迄

以 上

2378A-3

追而實際問題トシテ外國人ナルトキハ假令南洋在
住者ニテモ引受ニ當リ一々當方ヨリ船客氏名、國
籍、年齡、職業等南洋廳ニ通知ヲ要シ南洋廳ハ海
軍省並ニ外務省ト協議シ引受ノ可否ヲ當方ニ指圖
ス右様ノ次第ニテ其筋ノ承認ヲ得ザレバ引受出來
ザル事ニ相成居ル故前記書面ニモ「豫メ當方ノ承
認ヲ受ケタル後引受クル様係員ニ極秘トシテ内々
嚴達相成度」ト申進メ置キタル次第ニテ單ナル電
報申込ハ其用ヲ爲サズ、又假令手紙ニテ要項ヲ具
シ申込マル、トモ必ズシモ其筋ノ承認ヲ受ケ得ル
トモ限ラズ寧口斷ラル、万多カルベシト思ハル
依ツテ接客都合モアランガ原則トシテ外國ニ於テ
ハ南洋航路船客ヲ一切取扱ハザル様取計フ事得策
ナルベシ

參考ノタメ客商文第一八三號寫添附ス

2378A-4

寫「全覽獨ハ日本郵船株式會社ニ對シタルモノ」

寫 沙市、桑港、羅厝、市、
ホノルル、カイヤオ

新 展

客南支第一二一號

船客課長

紐育支店長

永 島 義 治

高 橋 一 雄 殿

昭和十年十月二十六日

寫

「南洋航路昭和十一年二月及三月出帆船ニ關スル件」

右ニ關シ九月廿八日附貴翰ヲ以テ在ボストン

American Board of Commissioners for Foreign Missions

ヨリ照會アリタル趣了承

然ル處昭和八年三月廿八日附客南支第一八五號回
章ニテ御承知ノ通り本航路ニハ外國人船客不引受
ノ方針ヲ執レルト本航路定期ハ屢々變更セラレ定
期表ガ殆ンド定期表ノ用ヲ爲ササル狀態ニ付旁々
近來在外店所ニハ本線定期表ノ付ヲ中止シ居ル
次第ナルガ爲參考茲許一葉送附ス

市俄古在勤員宛本月十四日附客南支第一一五號

寫在米各店ハ以テ海外店所ハ原則トシテ本航路

船客ヲ取扱ハヌ様申達メ置キタルガ御照會ノ American

Board, Boston

ノ宣教師ハ南洋諸島ニ於テ宣教ニ

2378A-5

從事シ時々内地トノ間ニ往復アリ日本ニ於ケル右
「米國傳道會社」ノ代表者、神戸在住ノ Rev. Harold
W. Hackett ガ渡航事務ヲ取扱ヒ居リ同氏ハ關係官廳
方面ニ相當ノ知合ヒヲ有スルモノ、如ク、貴方ガ
引受ヲ取扱ハザルモ不便ナキ筈ナリ右參考迄ニ申
添フ

尙南洋航路ト外國人船客トノ關係ハ頗ルテリゲ
イトノ問題ニテ忌憚ナク内情ヲ外國人係員ニ打
明ケル譯ニモ參ラザルベク之ヲ知悉セザレバ照
會等ニモ自然無駄ノモノヤ要領ヲ盡ササルモノ
アレバ南洋航路ト外國人船客ニ關スル問題ニ就
テハ總テ邦人係員ガ取扱ヒ和文ニテ照會ノ事ニ
御取計有度

2378A-6

寫「全種類ハ日本郵船株式會社ニ管レタルモノ」

各通 横、名、阪、神、門、長、大連、青、瀋、上、香、廣、
新、甲、孟、倫、メナード、ダバオ、八丈島、二見、紐、
市、桑、羅、沙、ホノルル、カイヤオ

寫 發、バラオ在勤、サイパン在勤、シドニー在勤、天津、
シドニー在勤、天津、南洋線各船

客南支第一二九號

秘

新 展

ホノルル出張所長

船客課長

芦 野 正 殿

永 島 義 治

昭和十年十一月四日

南洋航路船ニ洋人船客引受ケザル件

昭和八年三月廿八日附客南支第一八五號同章ニヨ
リ御承知ノ通り本航路船ニハ可及的外國人船客ヲ
引受ケザル事ト相成居ル處最近在外ノ二三店所ヨ
リ或ハ電信ヲ以テ船室保留ノ申込ヲナシ或ハ配布
用トシテ英文本航路定期表ヲ注文シ來レル向アリ
タルニ付テハ更メテ本航路ニ外國人船客引受ケ困
難ノ事情ヲ左ニ列記シ不引受方針ニ對シ貴方ノ協
力ヲ希望ス

一、一般的事情

就航船ノ食事向邦人本位ニテ朝夕ハ和食ノ
タメ外國人ニ適セズ又南洋一帶ニ外國人向
旅館設備ナキ事

2378A-7

二、特殊事情（秘）

一 昨年南洋廳ヨリ、本航路船ニ外國人
船客ヨリ乗船申込ヲ受ケタルトキハ假令南洋
在住者ニテモ其氏名、年齢、住所、職業等ヲ
同廳ニ届出テ其承認ヲ得ザレバ之ヲ引受ケザ
ル様内命アリタル事

南洋廳ハ右届出ニ依リ海軍省並ニ外務省ト協
議シ引受ノ可否ヲ當方ニ指圖スルモノナルガ
承認容易ナラザルモノアリ海軍演習期間ニ於
テハ（數航海ニ及ブ事アリ）假令南洋在留者
ニテモ外國人ノ引受ハ絶對ニ許サレザル事
右ハ國策上必要ノ事ナルガ其筋ニ於テハ國策
關係上外國人ニ對シ直接入島認可ヲ議執レズ
吾社トシテ甚迷惑ノ次第ナルモ間接ニ我社ヲ
介シテ制限シ居ル次第ナリ

又本航路定期ハ官廳關係ニテ屢々變更セラ
レ定期表モ兎角其用ヲ爲サザル様ノ次第ナ
レバ旁々接客上苦シキ場合モアラシガ、特
ニ遠隔ノ地ニ於テハ南洋航路船客ヲ取扱ハ
ザル事得策ナルベシ

右様ノ次第ニ付本航路船運傳單（船票）明申止御裁
覽本線ハ英文定期表（Timetable）及ビ英文航路
案内（Route Book）ノ印刷ハ廢止セリ、次（本）

2378A-8

年度廣告印刷物所要數ニ關スル本年三月十五日
附堂課英文同章 H.A.P.No. 77 ニ後者丈ケ記載セラレ
タルハ誤ニ付貴方控ヨリ之ヲ削除セラレ度
尙前記特殊事情ハ外國人ノ船客係員ニハ打明ケ
得ザル議ニ有之又此事情ヲ知ラザレバ接客上萬
全ヲ期シ難キ次第ナレバ南洋航路ノ外國人船客
ニ關スル問題ハ總テ邦人係員ニ於テ取扱ヒ照會
狀モ邦文ニテ認ムル事ニ御取計アリ度

以 上

2378A-9

寫「全覽」人日本郵船株式會社ニ呈シタルモノ」

寫 紐、町、市、船、ホノル、

PH 347

社長

桑港支店長

御中

高橋 一雄

(船客課) 昭和十二年七月二十八日

一 八月號 TRAVEL BULLETIN 南洋航路宣傳記事ノ件

外人船客ヨリ南洋航路船ニ乗船申込相受タル際ハ
婉曲ニ謝絶ス可申様屢々御指令相受ケ居ル度外人
ニ對スル宣傳機關タル TRAVEL BULLETIN ニ南洋諸島ノ事情並
ニ船客設備ノ優良ナル新船ヲ紹介宣傳サレル事ハ
如何ナル御事情ニヨルモノナリヤ當方 柳カ了解ス
苦シム次第ナルガ他ニ特別ノ事情ナキ限り今後ニ
於テハ同航路ノ記事ヲ掲載御見合セノ事ニ御取計
願ヒ度シ

現ニ本日ノ如キモ南洋航路乗船希望船客來客アリ
其ノ應對ニ苦心致シタルガ客内外人係員モ斯ル新
船ヲ有シナガラ充分ナル TRAVEL BULLETIN ヲ與ヘ得ザルハ
迷惑ナク定期並ニ船室有無モ万ニ電信ニテ照會ス
可キカト申出タルモ同航路船ハ内地事情ニヨリ定
期變更サル、付多ク又船室ハ毎航日本人船客ニテ
満員タル事、尙南洋ニハ旅館、ホテルノ設備ナク
本船食事モ日本人位ナル故外人引受ニ不向ナレバ
打電スルモ無駄ナル理由ヲ説明シ中止セシメ右船
客ヲ引タリ

以上

2378A-10

寫「全覽類ハ日本郵船株式會社ニ管レタルモノ」

各通横、名、阪、神、門、長、差、那、八丈、二見、サ、テ、
寫 發、ロ、ヤ、ベ、オ、タ、メ、ト、ボ、ク、ヤ、上、香、
新、倫、紐、市、桑、羅、沙、ホ、カ、バラオ在勤、
サイパン在勤、南洋線各船

客南支第一八三號

支店長

船客課長

殿

永島 義

昭和十一年十二月廿一日

H. Tanaka

一、南洋航路改正船客運賃表送附ノ件

内地發ハ十二月十六日神戸出帆第二次往航横濱丸
ヨリ南洋各地間及ビ復航ハ十二月五日サイパン發
第一次往航サイパン丸ヨリ實施ノ南洋航路改正船
客運賃表一〇部別封附セルニ付御査収相成度

尙各線往復阪神、門司、横濱間及ビサイパン線
往航阪神、門司、差路、那覇間復航那覇神戸間
各等運賃ハ都合ニヨリ運賃表ヨリ削除シタルモ
賃率ハ從來通りニテ變更ナシ爲念申添フ

以上

(参照) 昭和十一年五月二日發行社報

第一五九一號

告知客第一八號

2378A-11

寫「全書類へ日本郵船株式會社ニ書レタルモノ」

各通 濱、名、阪、神、門、長、基、那、八丈、二見、サ、テ、
ロ、ヤ、バ、オ、ア、ダ、メ、タ、ト、ホ、ク、ヤ、
寫 發、上、香、新、倫、紐、市、桑、羅、沙、ホ、カ、
ハ、オ、在、島、サ、ハ、在、島、南洋線各線

客運支第五〇號



船客課長

永 島 義

H. Tanaka

昭和十二年四月八日

一、南洋航路改正船客運賃表送附ノ件

目下南洋廳ニ認可申請中ノ本航路改正船客運賃表

(同封 壹部)
(別封 一〇部) 送附セルニ付認可アリタルモノト

シテ左記ノ通り實施相成度尙各線往航阪神、門司
横濱間及ビサイパン線往航阪神、基隆、那覇間、
復航那覇神戸間各等運賃ニ關シテハ昭和十一年十
二月廿一日附客南支第一八三號通牒通りニテ變更
ナシ爲念申添フ

左 記

西廻線第三回山城丸往航四月十五日神戸發以降
各船

但ヤツプロタ間ニ限り西廻線第一回横濱丸復航

四月十五日ヤツプ發以降

2378A-12

海外各地へ

右へ参考ノタメ添付スルモ外人船客引受制限ノ件
ハ幾ニ通達シタル通り變更ナシ

以 上

2378A-13

寫「全覽類ハ日本郵船株式會社ニ屬シタルモノ」

各通船、名、神、門、長、天津、北京、大連、青、濱、上、香、
廣東、新、甲、孟、倫、メナード、ダバオ、タワオ、ペラオ、
サイパン、八丈島、二見、釜、市、桑、懸、沙、ホノルル、
リマ、東發、シドニー在船、マニラ在船 寫 南洋線各線

客南支第二一一號

ホノルル出張所長

御 中

新 屋

船客課長

生 駒

實 7/2

昭和十四年三月十三日

一、南洋線ニ外人船客引受ケザル件

本件ニ關シテハ昭和八年三月二十八日附客南支第
一八五號並ニ昭和十年十一月四日附客南支第一二
九號ヲ以テ指圖シ置タル處最近内南洋諸島へ渡航
希望ノ外人増加ノ傾向アルニ付左記ノ諸點更ニ注
意相成度

一 本意略ニハ原則トシテ外人ヲ引受ザル事、萬一
外人ヲ引受ケント欲スル際ハ詳細ヲ具シ本店船
客課ノ承認ヲ得タル後ニナス事

一 引受拒絕ノ理由トシテハ本航路ノ各船ハ設備及
食事ノ點ニ於テ外人引受ノ用意無キコト、又ハ
現ニ空床無キコトヲ以テスル事

2378A-14

一 尙南南洋ニハ外人ヲ宿泊セシム可キ旅館無キコ
トヲ指摘スル事

一 内南洋へ渡航ヲ企テ居ル外人船客氏名ニ關シ營
方ニ於テ情報ヲ得タル際ハ本署ヲ参照シテ關係
支店ニ通知ス可シ

以 上

Doc 2378A (cont)

文書第二三七八A 號

文書ノ出所並ニ公正ニ歸スル證明

一、合衆國海軍豫備役中佐イエール・キアンディ

ー・マクソン茲ニ下記ノ通り證明致シマス。

一 私ハ一九四一年ノ昭和十六年ノ九月ヨリ一九
四五年ノ昭和二十年ノ八月迄在ホノル、第十
四海軍區ノ區情報部ニ勤務シテキマシタ。

ニ 私ハ日本語ノ知識ヲ或ル程度持ツテ居マス。

三 私ノ公職在任中一九四一年ノ昭和十六年ノ十
二月七日後間モナク私が氣附イタコトハ一設

ニ「N Y K」ト呼バレテ居ル日本ノ船會社、

日本郵船會社ノホノル、ニ於ケル全財産ガ合

衆國外國財産管理人又ハ外國資金管理部ノ何

レカニヨツテ占有セラレテ居タコト及コノ財

産ニハ多クノ書類綴ガ含まレテキタコトデア

リマス。

四 私ハ職務上、右書類綴ヲ含ム上述ノ財産ガ一

九四四年ノ昭和十九年ノ又ハ一九四五年ノ昭

和二十年ノノ武時期迄右當局ノ何レカニヨツ

テ保管セラレテ居タコトヲ承知シテ居リマス。

當時私ハ上官ノ指示ニ從ツテ右書類綴全部ヲ

檢閲シマシタ。

五 私ハ茲ニ添附ノ綴（國際檢察部文書第二三七